

North Carolina Department of Transportation  
I-440 Interchange Improvements at Glenwood Avenue Project

Facilitated Listening Session

Tuesday, September 25, 2018  
6 p.m. to 8:30 p.m.  
Martin Middle School  
1701 Ridge Road  
Raleigh, NC 27607

Room 2103 Session

Transcription by:  
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1                   SPEAKER: Anne Gehart and Angel Cruz.  
2                   Start -- Tuesday, September 25th at Martin Middle  
3                   School.

4                   SPEAKER: All right.

5                   SPEAKER: All right.

6                   SPEAKER: Okay. I think this one got it  
7                   too. Make sure we get everything really well.

8                   SPEAKER: Ready, set, go. All right. So  
9                   we heard the ground rules. We're here to listen,  
10                  we're here to listen to each other. Speak from  
11                  your own household's experience and obviously,  
12                  there's people who have lived here for a really  
13                  long time, so we want to hear that and understand  
14                  from your own household's perspective what -- what  
15                  this looks like to you. We're going to run through  
16                  six questions and we want to make sure that we get  
17                  through all of the questions and we'll have the  
18                  recordings that are going to be transcribed and  
19                  Angel and -- Angel's going to record.

20                  SPEAKER: Yeah.

21                  SPEAKER: I'm going to ask. And I just  
22                  ask that first of all, make sure -- could everybody  
23                  make sure that their phone is turned off? I had to  
24                  turn ours on silent and --

25                  SPEAKER: I will make one also, a

1 request.

2 SPEAKER: Yeah.

3 SPEAKER: I'm going to be writing and I'm  
4 going -- if I feel like I'm like, shortening what  
5 you're saying, I'm going to make sure that -- but  
6 if you feel like I'm not capturing what you're  
7 saying please, correct me because I want to --  
8 these are also important notes -- we're recording  
9 as well, obviously, but if you feel like I'm  
10 incorrectly transcribing what you're -- or thinking  
11 please, say something and stop me.

12 SPEAKER: Yeah. Okay.

13 SPEAKER: Yeah.

14 SPEAKER: So we're going to just start.  
15 With one word, describe what is the most important  
16 thing to you or your household or business that  
17 must be considered as this project moves forward.  
18 I'm going to start with you, one word.

19 SPEAKER: Community.

20 SPEAKER: Accessibility.

21 SPEAKER: Okay.

22 SPEAKER: Safety.

23 SPEAKER: Safety.

24 SPEAKER: Preservation.

25 SPEAKER: Preservation?

1 SPEAKER: Uh-huh.

2 SPEAKER: Okay.

3 SPEAKER: I can't put it in one word.

4 SPEAKER: We come back to you. Okay.

5 SPEAKER: Encroachment.

6 SPEAKER: Encroachment.

7 SPEAKER: I'll go with you on that.

8 SPEAKER: [Inaudible].

9 SPEAKER: Okay. You've got two.

10 SPEAKER: Property value, but that's two

11 words.

12 SPEAKER: That's okay.

13 SPEAKER: That's okay.

14 SPEAKER: Property dollar mark. How

15 about that?

16 SPEAKER: Say that?

17 SPEAKER: Property and dollar mark, we

18 had to keep it to one word.

19 SPEAKER: Okay.

20 SPEAKER: Property value.

21 SPEAKER: Okay. Great. One word.

22 SPEAKER: Wow. Good job.

23 SPEAKER: Question number two is talking

24 about safety. So what do you believe is needed to

25 ensure the safety of your family, the people who

1 live in the area and the people who -- that travel  
2 through the area? And I'm just going to open it  
3 up.

4 SPEAKER: Limit congestion. No more  
5 traffic on Ridge Road.

6 SPEAKER: Okay.

7 SPEAKER: I mean, it's dangerous now to  
8 drive. The people on bicycles like to drive --  
9 like to bike on the lane that's right there next to  
10 the car lane. I am terrified of hitting somebody.

11 SPEAKER: So limit congestion. The  
12 bicycle lanes are --

13 SPEAKER: Yes.

14 SPEAKER: -- are difficult to -- to --

15 SPEAKER: Yes. I don't really think  
16 Ridge Road can accommodate those lanes and coming  
17 Glen Eden is really ridiculous now.

18 SPEAKER: Uh-huh.

19 SPEAKER: When you've got bike lanes  
20 between two traffic lanes. I'm not a traffic  
21 engineer.

22 SPEAKER: Uh-uh.

23 SPEAKER: I challenge DOT to do something  
24 about this without making it -- Ridge Road --  
25 putting on the back of Ridge Road residents. They

1           created this, they need to come up with something  
2           creative to alleviate it.

3                   SPEAKER: So --

4                   SPEAKER: Be creative.

5                   SPEAKER: Yeah, so we've got -- I want to  
6           make sure that we've collected this safety issue  
7           from your perspective. Limit congestion, no more  
8           traffic on Ridge Road, terrified of hitting a  
9           bicycle. And I heard -- what I heard you say is --

10                   SPEAKER: Glen Eden now, as you get down  
11           to Glenwood Avenue, has actually got a bike lane  
12           between two traffic lanes.

13                   SPEAKER: [Inaudible].

14                   SPEAKER: That's not the kind of  
15           creativity I'm talking about.

16                   SPEAKER: Yeah. I think it's important  
17           to -- yeah, to be really specific here. Glen Eden  
18           has a bike lane between two traffic lanes?

19                   SPEAKER: You -- if you were not from  
20           Chapel Hill you'd know what I'm talking about.  
21           Yeah.

22                   SPEAKER: I know what you're talking  
23           about.

24                   SPEAKER: Well, I just want to make sure  
25           I'm clear.

1 SPEAKER: I don't know what you're  
2 talking about.

3 SPEAKER: Yeah, so I want to make sure  
4 that we -- collective here.

5 SPEAKER: [Inaudible] everybody.

6 SPEAKER: Yeah. What else?

7 SPEAKER: Don't increase our exposure to  
8 the highway. Don't put a Crabtree Valley  
9 interchange up on Ridge Road. Don't change the  
10 traffic patterns and force more traffic through the  
11 neighborhood.

12 SPEAKER: And that's the same thing I'm  
13 saying. We've got all the traffic we can handle.

14 SPEAKER: Can you say that --

15 SPEAKER: So some of these are kind of  
16 going into like, the traffic and -- but they're  
17 similar. I think they --

18 SPEAKER: I'll say them again when we get  
19 to the traffic.

20 SPEAKER: God yeah. We can say them  
21 again.

22 SPEAKER: The road you mentioned --

23 SPEAKER: Don't -- Yeah. Don't increase  
24 our exposure to the highway. We have a -- we have  
25 a hardwood forest tree buffer now, we have open

1 space and they wanted to get rid of that buffer and  
2 bring the highway closer to us. There'll be a  
3 series of high speed ramps, whether or not ridge  
4 Road is directly connected to Crabtree Valley  
5 Avenue, there's ramps involved, there's elevated  
6 highways, there's increased pollution, noise.

7 SPEAKER: You said -- but you said a  
8 specific interchange that I wanted to capture or a  
9 specific road.

10 SPEAKER: Well, don't change the --  
11 Crabtree Valley Avenue interchange. Don't do it.  
12 Don't -- don't bring it near or on or at Ridge  
13 Road. Crabtree Valley Avenue --

14 SPEAKER: Don't -- don't extend it is  
15 what you mean; right?

16 SPEAKER: Yeah.

17 SPEAKER: Crabtree Valley Avenue  
18 interchange.

19 SPEAKER: And --

20 SPEAKER: Yeah.

21 SPEAKER: And I'll add -- I don't know  
22 which question it falls under, but the hotels  
23 across the --

24 SPEAKER: Arrow Drive.

25 SPEAKER: -- Arrow Drive --

1 SPEAKER: Uh-huh.

2 SPEAKER: -- on Crabtree Boulevard are  
3 against this project because the slopes for the  
4 bridges will cut off their access to one -- to  
5 their property. And so there's a total loss to  
6 those hotels on that side.

7 SPEAKER: So is that more here with  
8 traffic or safety?

9 SPEAKER: Well --

10 SPEAKER: I don't know --

11 SPEAKER: Or community asset? I mean, it  
12 could --

13 SPEAKER: Yeah, I think you said it, it  
14 probably applies to all.

15 SPEAKER: Yeah.

16 SPEAKER: Because I've looked at those  
17 hotels. I'm mean, Southern Hospitality owns three  
18 hotels if you think about it. Don't they?

19 SPEAKER: Right, correct.

20 SPEAKER: But they don't -- the other two  
21 newer ones, they don't own that; right?

22 SPEAKER: Correct.

23 SPEAKER: Are you -- have you been  
24 talking with both property -- hotel owners or just  
25 some?

1                   SPEAKER: Just one person and then I've  
2 spoken to Judy Ki [phonetic] in several forums.

3                   SPEAKER: So the hotels -- just -- could  
4 you be -- the access to hotels would be cut off?  
5 Is that what you're saying?

6                   SPEAKER: Right. Because of the slopes.  
7 In order to elevate a bridge going across the  
8 Beltline and the side slopes on the -- the design  
9 will -- will negate that. And another interesting  
10 factoid, I was the traffic engineer with the City  
11 of Raleigh that put in the bike lane on Ridge Road.  
12 I -- that was the first one in the city.

13                   SPEAKER: The one she's talking about?

14                   SPEAKER: No, he's talking about the  
15 original one back in --

16                   SPEAKER: Glen -- Glen Eden.

17                   SPEAKER: Yeah.

18                   SPEAKER: That was what year? 20 ago?  
19 25 years ago?

20                   SPEAKER: Yeah. Yeah.

21                   SPEAKER: Yeah.

22                   SPEAKER: It was actually more than 20  
23 because it was before I moved over here.

24                   SPEAKER: It was -- it was -- it was  
25 1970s and '80s.

1 SPEAKER: Long time ago.

2 SPEAKER: Wow. So you had --

3 SPEAKER: Yeah, I'd like to add one point  
4 and this is -- ties to the safety and that is the  
5 schools. There's six public and private schools  
6 within a mile of here and the total student count  
7 is almost 2,000, it's 1,925 based on the data we  
8 have right now and that's a very substantial part  
9 of the safety issue. Especially when you think of  
10 speed mitigation and the traffic.

11 SPEAKER: And the churches. You know,  
12 some of them have day schools. So it includes  
13 [inaudible].

14 SPEAKER: Yeah.

15 SPEAKER: It includes those.

16 SPEAKER: And there's some others.  
17 [Inaudible].

18 SPEAKER: About 1700 of them -- of the  
19 two -- two schools, this one and Lacy, but the rest  
20 of the Island Methodist, the Baptist church and the  
21 Goddard School.

22 SPEAKER: Oh yeah. All of them.

23 SPEAKER: [Inaudible] church.

24 SPEAKER: [Inaudible] Goddard is  
25 included.

1                   SPEAKER:  Goddard is 40 students and I've  
2                   got the break out here.

3                   SPEAKER:  You make a direct connection  
4                   from Ridge Road to Glenwood Avenue -- a two-way  
5                   connection, Ridge Road becomes a thoroughfare from  
6                   Glenwood Avenue to Wade Avenue.

7                   SPEAKER:  That -- therein lies your real  
8                   safety issue.

9                   SPEAKER:  So it's best --

10                  SPEAKER:  Especially with young people.  
11                  That's why I'm trying to make the point.

12                  SPEAKER:  Yeah so that's a safety  
13                  concern.

14                  SPEAKER:  Well, I did -- I do -- just  
15                  talked DOT there and she said, at this point  
16                  [inaudible] they don't care if we cut off Ridge  
17                  Road.

18                  SPEAKER:  But they could still put in the  
19                  -- they're talking about cutting off Ridge Road to  
20                  440.

21                  SPEAKER:  Yeah.

22                  SPEAKER:  They can still make a direct  
23                  two-way connection to Glenwood Avenue, they can  
24                  still put that interchange there.

25                  SPEAKER:  Oh sure, sure, sure.

1                   SPEAKER: It's not a going to be in the  
2 meadow like they make it sound.

3                   SPEAKER: That's not good. Yeah.

4                   SPEAKER: No. They can --

5                   SPEAKER: But still that would keep some  
6 of the traffic off of Ridge Road.

7                   SPEAKER: Well, but if they --

8                   SPEAKER: So --

9                   SPEAKER: -- if the Wade Avenue -- if  
10 they would wait and do this, until the Wade Avenue  
11 project is finished, a lot of that cut through  
12 traffic comes because the -- the traffic on the  
13 beltline is backed up. There's a Wade Avenue  
14 project on this end, there's a -- there's a new  
15 interchange scheduled for Falls of the Neuse, if  
16 they took care of those two projects and then  
17 [inaudible].

18                   SPEAKER: They're not going to. I just  
19 asked them that question.

20                   SPEAKER: All right.

21                   SPEAKER: Two places, Wade Avenue and the  
22 other, they're trying to ease the traffic on 440.

23                   SPEAKER: So where --

24                   SPEAKER: They're not going to wait till  
25 that over with to look at this, because they don't

1 think it's going to make a difference.

2 SPEAKER: [Inaudible].

3 SPEAKER: So I want to make sure that I  
4 get everybody's feedback and so we're -- we started  
5 on safety and kind of the -- some of the -- some of  
6 the issues kind of merged together. So we were  
7 talking about safety. We kind of got into  
8 community assets, which I'm making an  
9 interpretation that the hardwood buffer's a  
10 community asset, that the schools and churches are  
11 community --

12 SPEAKER: It's not just a buffer, it's a  
13 forest. It's eight to 10 acres that would be  
14 destroyed. No, it's not just a little strip of  
15 woods and I'm talking about mature trees that are  
16 hundreds of years old.

17 SPEAKER: Right.

18 SPEAKER: We -- are we talking about the  
19 area right where Ridge runs back into the Beltline?

20 SPEAKER: Yeah.

21 SPEAKER: Yeah.

22 SPEAKER: Is that the Cotton's  
23 [phonetic] --

24 SPEAKER: Cotton's farm.

25 SPEAKER: Okay.

1                   SPEAKER: It's the only place in Raleigh  
2 you have horses and [inaudible]. It's a farm, it's  
3 a true farm.

4                   SPEAKER: Yeah, well soon --

5                   SPEAKER: So I'm going --

6                   SPEAKER: And you live there?

7                   SPEAKER: Uh-huh.

8                   SPEAKER: So I'm going to kind of -- are  
9 -- are we finished with the safety?

10                  SPEAKER: Well, I have another safety  
11 issue.

12                  SPEAKER: Yeah.

13                  SPEAKER: So some of the -- some of the  
14 schemes talk about cutting off Varnell, which is --

15                  SPEAKER: V-A-R?

16                  SPEAKER: Yeah.

17                  SPEAKER: I don't know. Like, Varnell is  
18 a street in Beckanna neighborhood and they're  
19 talking about dead-ending that so they can  
20 accommodate these high-speed ramps where people are  
21 going to come from the beltline to Glenwood Avenue  
22 on those high-speed ramps. That's going to force  
23 -- there's an apartment in Beckanna -- not Beckanna  
24 anymore --

25                  SPEAKER: Sterling on Glenwood.

1 SPEAKER: Yes. Sterling on Glenwood --

2 SPEAKER: Say it with an English accent.

3 SPEAKER: Sterling on Glenwood.

4 SPEAKER: Sounds -- sounds too elegant.

5 That's --

6 SPEAKER: Varnell in Beckanna.

7 SPEAKER: You should be in the Beckanna

8 Apartments.

9 SPEAKER: Or Beckanna Apartments.

10 SPEAKER: But I'm guessing Varnell's the

11 first left after you --

12 SPEAKER: Right. Yes, as you come over

13 the bridge.

14 SPEAKER: --as you come off coming from

15 [inaudible]. The basketball courts on the right.

16 SPEAKER: Yeah that's it.

17 SPEAKER: Right. Right, the basketball

18 court will be gone too.

19 SPEAKER: So what's your concern about

20 that?

21 SPEAKER: My concern is that they -- if

22 they -- do we have the maps? They -- you said they

23 were going to have maps.

24 SPEAKER: Yeah.

25 SPEAKER: Are there maps of the area,

1                   because it would be a little bit easier? You don't  
2                   have bigger maps?

3                   SPEAKER: Just this right here.

4                   SPEAKER: I have a bigger map.

5                   SPEAKER: You come prepared.

6                   SPEAKER: This is --

7                   SPEAKER: Yeah, because it'd be good --

8                   SPEAKER: Well, let's circle it and then  
9                   take a picture.

10                  SPEAKER: What would be -- what would be  
11                  helpful is if you could circle some of the places  
12                  that you're talking about.

13                  SPEAKER: If it dead-ends, Varnell, then  
14                  it's going to push all this traffic that comes from  
15                  those -- because those -- that apartment building  
16                  uses that as their back exit on Glenwood.

17                  SPEAKER: These DOT [inaudible]?

18                  SPEAKER: These are from [inaudible]  
19                  Valley, it's the only -- it's the only map the DOT  
20                  ever gave me so that's all I have to work with.  
21                  And they say that this is --

22                  SPEAKER: No, that's the area.

23                  SPEAKER: This is -- that it still shows  
24                  it's missing stuff underneath what they purpose.

25                  SPEAKER: It will push the traffic



1 down?

2 SPEAKER: Sure.

3 SPEAKER: And we'll put it --

4 SPEAKER: [Inaudible].

5 SPEAKER: Will push traffic.

6 SPEAKER: -- will push traffic on smaller  
7 streets at Varnell and just put see map.

8 SPEAKER: And there's another safety  
9 issue. There's another project going on at the  
10 same time with Sterling on Glenwood. They want to  
11 put another garage with 176 more units.

12 SPEAKER: Yeah, see they don't even have  
13 the streets marked here on this map.

14 SPEAKER: And that's going to be another  
15 176 more cars --

16 SPEAKER: More cars.

17 SPEAKER: -- a day cutting through our  
18 neighborhood as is.

19 SPEAKER: That's right.

20 SPEAKER: And that's a private entity we  
21 have. We -- you know it's like fighting City Hall,  
22 but that's going to increase our local traffic very  
23 -- and they all cut through the Beltline off of  
24 Varnell. Now, we're going to have 176 more units  
25 that are going to be put up and they're going to be

1 cutting through our neighborhood. We don't --  
2 that's -- that's going to be too much, we just  
3 [inaudible].

4 SPEAKER: So just a lot of traffic.

5 SPEAKER: They've already done  
6 [inaudible] -- they've already done the  
7 [inaudible].

8 SPEAKER: Well, the thing is they can't  
9 -- they don't have to do -- they're not required to  
10 do a traffic study if it's less than 250 units.

11 SPEAKER: Great.

12 SPEAKER: So it could be 249 and they'd  
13 be --

14 SPEAKER: So that's -- so it's 176.

15 SPEAKER: Right.

16 SPEAKER: So that's with one car, there  
17 could be two cars per [inaudible].

18 SPEAKER: So you've got the map. I'm  
19 going to just mark that we're marking that on the  
20 map.

21 SPEAKER: Okay.

22 SPEAKER: Okay.

23 SPEAKER: And the high speed ramps  
24 endanger everyone.

25 SPEAKER: Yeah. Yeah.

1                   SPEAKER: [Inaudible]. I just did this  
2                   the other day.

3                   SPEAKER: You did?

4                   SPEAKER: So --

5                   SPEAKER: I would say, Anne?

6                   SPEAKER: Yeah.

7                   SPEAKER: There's another safety issue.  
8                   You can --

9                   SPEAKER: I have to just ask you  
10                  something.

11                  SPEAKER: Excuse me.

12                  SPEAKER: You can hear --

13                  SPEAKER: I want everyone to listen.

14                  SPEAKER: You can hear people speeding on  
15                  Glenwood and going on the Beltline on the weekends.  
16                  A lot of motorcycles, a lot of speed racing goes  
17                  on, on 440.

18                  SPEAKER: Yeah.

19                  SPEAKER: I can only imagine if they  
20                  could get right off and cruise down our street.

21                  SPEAKER: So you're saying that a safety  
22                  issue is people speeding on 440 are just going to  
23                  speed right off and go right through the  
24                  neighborhood.

25                  SPEAKER: Yeah. Yeah, Saturday night --

1 and you can hear them. And when those trees that  
2 are on Judy's property -- in the summer you can't  
3 hear it as much.

4 SPEAKER: Right.

5 SPEAKER: But as soon as the winter comes  
6 and the leaves are gone --

7 SPEAKER: Yeah.

8 SPEAKER: -- you hear that traffic on 440  
9 like you can't believe. And if they chop down the  
10 trees that's a noise issue that affects us.

11 SPEAKER: Right. Right.

12 SPEAKER: Plus they want to bring it  
13 closer. They not only want to get rid of our  
14 buffer, they want to replace it with more highway  
15 improvements closer to us.

16 SPEAKER: May I?

17 SPEAKER: Yeah.

18 SPEAKER: I want to ask a question, as  
19 well as addressed what Judy, you were talking  
20 about. How it's -- I guess you identified as high  
21 speed, meaning that the access ramp is less of a  
22 severe turn so people don't have to slow down so  
23 much.

24 SPEAKER: It's a long [inaudible].

25 SPEAKER: So I guess what I'm asking is



1 told me that a lot of this is to relieve traffic at  
2 -- on Glenwood Avenue. A safety issue because  
3 there's so many accidents. So what you're doing is  
4 changing a safety issue from one place and putting  
5 it somewhere else.

6 SPEAKER: Uh-huh.

7 SPEAKER: So I think that that's an  
8 important -- so shifting safety -- the safety from  
9 one -- safety or accidents from one place to  
10 another.

11 SPEAKER: Safety shift.

12 SPEAKER: Absolutely.

13 SPEAKER: [Inaudible] putting it in the  
14 neighborhood.

15 SPEAKER: Exactly.

16 SPEAKER: Yeah.

17 SPEAKER: I have a question first.

18 SPEAKER: Yeah.

19 SPEAKER: I understood from what you said  
20 in the big room that they -- they're going to get  
21 these designs from these different firms.

22 SPEAKER: Right.

23 SPEAKER: Will we see those at some  
24 point?

25 SPEAKER: Those will be posted on the --

1 as far as I know they'll posted on the DOT website.

2 SPEAKER: They will?

3 SPEAKER: And then, I think, there'll be  
4 another session to have the input on that.

5 SPEAKER: [Inaudible].

6 SPEAKER: All right. Here's my -- here's  
7 my suggestion for number six is they provide big  
8 maps like the one we saw, so we know what the hell  
9 is going on, because you can't tell from that  
10 little thing.

11 SPEAKER: They're really useful, yeah.

12 SPEAKER: Right and -- and you know,  
13 really part of this -- it sounded like to me from  
14 the beginning the only thing they did was maybe add  
15 Ridge Road in to the previous.

16 SPEAKER: Yes.

17 SPEAKER: This is the first meeting I've  
18 been to, but it's very rudimentary [inaudible].

19 SPEAKER: Yeah.

20 SPEAKER: They just added the  
21 [inaudible].

22 SPEAKER: You can't -- you can't really  
23 understand what they're doing.

24 SPEAKER: Yeah, that's a -- that's really  
25 good thing to have.

1                   SPEAKER: And actually, maybe not just  
2 listing all the streets, but actually showing  
3 [inaudible].

4                   SPEAKER: Well, the mitigated area or the  
5 proposal.

6                   SPEAKER: Right.

7                   SPEAKER: If they're going to have  
8 designed, you know, suggestions -- different  
9 models, then show what they are so people can  
10 understand them. That's --

11                  SPEAKER: Is this about safety?

12                  SPEAKER: Well, and she mentioned  
13 spatters [phonetic] and just looking at this design  
14 and they're designing the -- this ramp that she's  
15 talking about. It probably 55 miles an hour, just  
16 a glance, it will be 45 or 50. So that's to back  
17 up what they were saying about the design speed on  
18 that particular ramp.

19                  SPEAKER: So just -- so it looks like the  
20 speed limit on the ramps is like 45 or 55 -- 50?  
21 Is that what you're saying?

22                  SPEAKER: Well, I don't -- I don't know.  
23 They -- they'd set the -- the speed limit at 35 and  
24 who knows how fast they'd actually go with the --

25                  SPEAKER: Well, you know, if you want

1                   them to drive 35 you need to set it at 25.

2                   SPEAKER: Yeah.

3                   SPEAKER: So the concern -- yeah. So the  
4                   concern is the speed limit of the ramps needs to be  
5                   --

6                   SPEAKER: Yeah. Any ramps, even if they  
7                   say, well, this isn't -- we don't know, this is the  
8                   design we're using.

9                   SPEAKER: Yeah.

10                  SPEAKER: Any ramps they put in there,  
11                  any high-speed highway ramps that they are --  
12                  they're coming up fast from 440 over to Glenwood.  
13                  Glenwood back over up to Ridge Road.

14                  SPEAKER: Yeah, and they're moving.

15                  SPEAKER: Yeah. Okay.

16                  SPEAKER: By the way that bridge, coming  
17                  into Ridge, I was told by [inaudible] in our  
18                  session on Monday that in 2011 they said that  
19                  bridge has limited left [sic] -- life left.

20                  SPEAKER: Uh-huh.

21                  SPEAKER: It's definitely not a long term  
22                  bridge.

23                  SPEAKER: They want to take it out to  
24                  make room for the other stuff.

25                  SPEAKER: So to me that's a safety

1 concern that the infrastructure of the bridge is  
2 old.

3 SPEAKER: Well, they said in 2011 at CAC  
4 that -- that it was limited in life.

5 SPEAKER: Okay.

6 SPEAKER: So they can redo the bridge  
7 structure.

8 SPEAKER: Because it's been around long  
9 enough I guess and traffic, whatever.

10 SPEAKER: I can't imagine that's --  
11 that's ahead of other bridges on that Beltline  
12 because that bridge doesn't get that much traffic  
13 compared to the other -- those other ones.

14 SPEAKER: Right.

15 SPEAKER: And they actually repaired it a  
16 few years ago.

17 SPEAKER: That's right. It really  
18 doesn't.

19 SPEAKER: They did redo it.

20 SPEAKER: They redid the bridge.

21 SPEAKER: They redid the bridge.

22 SPEAKER: I come off of it from -- coming  
23 from the eastern part of the state and I'm coming  
24 right through there, I'm taking that exit and you  
25 know, most of the time I'm going left most of the

1 traffic is going right circling up Glenwood.

2 SPEAKER: I take it all the time.

3 SPEAKER: Except for rush hour.

4 SPEAKER: So I don't know, I guess the  
5 thing that concerns me and this may even go to your  
6 things to DOT wherever that paper was, is that you  
7 know -- I guess for lack of a better word, you  
8 know, there's a lot of information that's  
9 contradicting that people have gotten from DOT and  
10 there's -- that's something.

11 Now -- yeah, it could be just the way you  
12 talk to person one at DOT, you talk to a third  
13 level person, you talk -- and they may be saying  
14 the same thing, but they just say it in different  
15 ways. And that's just humans, but it seems to me  
16 that -- that there is a lot of contradiction and  
17 explanations from DOT on how the area will be  
18 impacted.

19 SPEAKER: So you're asking for a  
20 transparency, clear communication.

21 SPEAKER: Yeah.

22 SPEAKER: Oh yeah. All of it.

23 SPEAKER: Yeah.

24 SPEAKER: Yeah, because this is  
25 disturbing here just to find out that we got three

1 or four different comments made. So that -- to me  
2 that's the -- and the other thing based -- kind of  
3 as a -- an addendum to that is -- is, I mentioned  
4 this is the first time I've been to one of these  
5 and I'm just thinking, okay. When will there be an  
6 answer to the public rather than just you  
7 collection [inaudible] and they can sit back in  
8 their -- in their, you know, drawing rooms and oh  
9 well, this is a concern, this is a concern, but  
10 really when will there be an address -- addressing  
11 these concerns publicly before we find out there  
12 are bulldozers here and they already started.

13 SPEAKER: Right.

14 SPEAKER: That they -- that it's done.  
15 So I -- I have only the same type of information  
16 that was given in the morning session and I'll give  
17 that again when we finish. But that definitely  
18 having a clear timeline is something that DOT can  
19 give to the -- to everybody here.

20 SPEAKER: And maybe prompt too.

21 SPEAKER: Prompt?

22 SPEAKER: They say, well, we're telling  
23 you everything's clear right here and we're going  
24 to move in 29 days. Well, that's a quite -- little  
25 bit late to react.

1 SPEAKER: Right. Yeah.

2 SPEAKER: Amen and one of the sessions I  
3 went to that Beth moderated at Highland Methodist  
4 said they were going to start in November and that  
5 \$9 million had been left to the project.

6 SPEAKER: Yeah. That's right  
7 [inaudible].

8 SPEAKER: And I thought, what are we  
9 doing here? Are we just playing a game? If you  
10 already decided what you're going to do and you're  
11 just trying to jolly us along?

12 SPEAKER: Right.

13 SPEAKER: That's what I said.

14 SPEAKER: Well, I --

15 SPEAKER: November of this year?

16 SPEAKER: Yeah.

17 SPEAKER: Yeah.

18 SPEAKER: Well, I mean, yeah.

19 SPEAKER: That's at the first meetings.

20 SPEAKER: I mean --

21 SPEAKER: Can I -- I'm going to --

22 SPEAKER: The survey -- the surveyor  
23 [inaudible] in the summer. I know that.

24 SPEAKER: That's why you're here.

25 [Inaudible] of everybody else.

1 SPEAKER: Well that --

2 SPEAKER: I'm going to stop -- I'm going  
3 to stop this part of the conversation so that we  
4 can make sure that we get through all six questions  
5 and we've gotten -- I like kind of organic process,  
6 but I want to make sure that we get the other  
7 questions answered. So I want to ask the question,  
8 is there a specific valuable community asset,  
9 something that's important to the community and or  
10 neighborhood located within the project zone that  
11 you're concerned will be impacted and if so, what  
12 is it and how do you believe it will be impacted?

13 SPEAKER: It's our quality of life.  
14 Neighborhoods.

15 SPEAKER: Uh-huh.

16 SPEAKER: They're what make up a city or  
17 a town or anything.

18 SPEAKER: That's right.

19 SPEAKER: And if this keeps going on,  
20 it's just going to push people further and further  
21 and further away and --

22 SPEAKER: The Beckanna neighborhood is a  
23 historic neighborhood that was established in the  
24 '50s as a post-war -- it's got post-war modern  
25 architecture, it's mostly single family homes --

1           it's all single family homes. Most of the people  
2           there, if they're not first generation that their  
3           still there in their 80s and 90s, their second or  
4           third generation.

5                         SPEAKER: Uh-huh.

6                         SPEAKER: What was the name of the  
7           neighborhood?

8                         SPEAKER: So the people there?

9                         SPEAKER: Beckanna.

10                        SPEAKER: So the neighborhood's called  
11           Beckanna, not just the old apartment building. I  
12           didn't know that.

13                        SPEAKER: Right. My father developed  
14           that.

15                        SPEAKER: Okay.

16                        SPEAKER: The one who developed the  
17           apartments.

18                        SPEAKER: How do you call -- how do you  
19           -- can you spell it?

20                        SPEAKER: B-E-C-K-A-N-A.

21                        SPEAKER: Becky -- Becky and Ana, two  
22           names.

23                        SPEAKER: Two names put together.

24                        SPEAKER: Did he do -- did he build Tyson  
25           Street?

1                   SPEAKER: No. He did Bick [phonetic], he  
2 did the Lyon, he did Asheville.

3                   SPEAKER: Okay.

4                   SPEAKER: He did Beckanna.

5                   SPEAKER: It's Manuel. [Inaudible]. It  
6 was my grandmother.

7                   SPEAKER: So the neighborhoods are  
8 important.

9                   SPEAKER: Right.

10                  SPEAKER: The people in the neighborhoods  
11 are important.

12                  SPEAKER: To me, my farm is important.

13                  SPEAKER: Your farm is very -- is  
14 important.

15                  SPEAKER: And it's a buffer for the  
16 neighborhood, it's not just me. It's the only  
17 buffer, we have no buffer other than that and when  
18 the Beltline was originally put in, they already  
19 took 22 acres.

20                  SPEAKER: So your plan is to live here --  
21 live there permanently?

22                  SPEAKER: Yes, we could have -- Rex  
23 Hospital pressured my parents hard in the '70s and  
24 '80s to buy it and they did not do it. It would  
25 have been very lucrative and we were all old



1           supposed to be forward thinking and trying to  
2           attract Amazon and places like that and you want to  
3           go ruin a hardwood forest, about the only one left  
4           inside the beltline, for another entrance to the  
5           mall. That is ridiculous. And --

6                        SPEAKER: So I want to make sure that  
7           we've got that so the --

8                        SPEAKER: Hardwood buffer.

9                        SPEAKER: Forest.

10                      SPEAKER: Forest.

11                      SPEAKER: Buffer -- buffer makes you  
12           think of ten feet of trees and fifteen feet -- no,  
13           it's acres, acres and it's not just what's on my  
14           land, if you look at what's on the right of way,  
15           that's all mature forest and it's the only buffer.  
16           It's all Varnell Avenue has from Crabtree and  
17           Glenwood Avenue is that strip and that'll be gone  
18           if they take that for a ramp.

19                      SPEAKER: And we need those trees.

20                      SPEAKER: And that's --

21                      SPEAKER: Does Knob Creek run through  
22           some of your property or does it turn off before  
23           then?

24                      SPEAKER: It's the -- it's the House  
25           Creek -- it's the -- it's the --it's the waterway

1           there.

2                   SPEAKER: And so there's a creek. That's  
3           a community asset.

4                   SPEAKER: Oh yeah, but there's wetlands.

5                   SPEAKER: Wetlands.

6                   SPEAKER: Wetlands, there's an ecosystem.

7                   SPEAKER: Ecosystem of the -- of that.

8           That's --

9                   SPEAKER: And there's an endangered --

10                   SPEAKER: Angel, put the word buffer up  
11           there, I don't think I see it, is it?

12                   SPEAKER: Yes, it is.

13                   SPEAKER: It is

14                   SPEAKER: Oh, I'm sorry. Thank you.

15                   SPEAKER: But the only buffer.

16                   SPEAKER: Let me put it again.

17                   SPEAKER: I would also say it's a  
18           destination place and has been for many years for  
19           runners, walker, people that want to be outside and  
20           they bring -- I mean, it is -- hasn't it been,  
21           Judy?

22                   SPEAKER: Yes, it has.

23                   SPEAKER: It's a destination for people  
24           wanting to be on a -- on a small street where they  
25           can run and be outside and do activities.

1 SPEAKER: Uh-huh. And so when you say --

2 SPEAKER: And see some trees.

3 SPEAKER: And see some trees.

4 SPEAKER: And are you talking about the  
5 -- the forest here or are you --

6 SPEAKER: No ma'am, I'm just talking  
7 about the whole Ridge Road.

8 SPEAKER: The whole Ridge -- okay.

9 SPEAKER: A destination to be.

10 SPEAKER: Well, it's a flat area, it's a  
11 -- it's obviously geographically a ridge and you  
12 know, I realize as I've gotten older that I prefer  
13 to walk on that flat thing because it's straight  
14 and flat, rather than getting on either side of  
15 where my house is you know.

16 SPEAKER: Another community asset is --  
17 and it kind of ties in here where I think we're  
18 forgetting we've got these walking trails, the --

19 SPEAKER: But of the community assets and  
20 the ties in here, we -- I think we're forgetting  
21 we've got these walking trails, the --

22 SPEAKER: Greenlights.

23 SPEAKER: The greenlights, thank you.

24 And it's all right. Like, if you go this front of  
25 this street and turn right.

1 SPEAKER: Uh-huh.

2 SPEAKER: Go down the hill, there it is.

3 SPEAKER: And it's right behind her  
4 property.

5 SPEAKER: And that has -- and also -- and  
6 I would also add that they're building a very  
7 sophisticated retirement community.

8 SPEAKER: Right.

9 SPEAKER: With progressive care. And  
10 that junction down there, this would be a message  
11 for DOT. You can not get out of there during any  
12 reasonable hour of the day. And it forces --

13 SPEAKER: I want to be able to hear him.

14 SPEAKER: Would cost apartment him.

15 SPEAKER: And I've got old ears.

16 SPEAKER: I'm sorry.

17 SPEAKER: So if every -- if you could  
18 listen too.

19 SPEAKER: Yeah.

20 SPEAKER: Thank you.

21 SPEAKER: Yeah, the only thing I was  
22 going to point out, that one of the problems of  
23 Horton Street, which is a theater. Onto the  
24 traffic issue up there. And if you live on the  
25 street, so I see it all the time.

1 SPEAKER: You live in an apartment.

2 SPEAKER: I live on Horton. I'm the next  
3 to last house down. And when you tried -- if you  
4 tried to go down the hill and come out, you can't.  
5 Because it's so dangerous there and there's no --

6 SPEAKER: You mean the lake and --

7 SPEAKER: There's no -- exactly.

8 SPEAKER: Yeah.

9 SPEAKER: There's no signalization. If  
10 they would fix that because that's part of the  
11 alignment problem.

12 SPEAKER: Yeah.

13 SPEAKER: With the Beltline, that would  
14 bleed off some of the traffic and -- and help the  
15 situation the other direction. And that ought to  
16 be a message to the DOT.

17 SPEAKER: Well, at our Saturday session,  
18 we suggested a light there. And --

19 SPEAKER: That's at --

20 SPEAKER: Yeah.

21 SPEAKER: I'm going to be

22 SPEAKER: Right, right.

23 SPEAKER: And also [inaudible] --

24 SPEAKER: And that, yes.

25 SPEAKER: So you're saying --

1                   SPEAKER: Yeah, exactly.

2                   SPEAKER: So does this capture this?

3                   SPEAKER: Yeah, you can't go down -- you  
4                   can't exit to Lake Boone.

5                   SPEAKER: Well, that thought was more  
6                   like --

7                   SPEAKER: We'll get with the --

8                   SPEAKER: Left off. Yeah, it's almost  
9                   impossible to do it. If they had a signal there,  
10                  they'd allow --

11                  SPEAKER: That wouldn't prove it.

12                  SPEAKER: They'd allow the flow of  
13                  traffic. And this was a message to DOT.

14                  SPEAKER: Yeah.

15                  SPEAKER: You can help mitigate a  
16                  problem, not just add. We're worrying about adding  
17                  to it, but you can take stuff away from it if you  
18                  just address that.

19                  SPEAKER: Yeah.

20                  SPEAKER: That has never been addressed  
21                  and is getting progressively worse.

22                  SPEAKER: Oh, yeah.

23                  SPEAKER: And dangerous because of the  
24                  Greenway.

25                  SPEAKER: And so this is also a safety

1 issue?

2 SPEAKER: And another thing for that  
3 paper there and --

4 SPEAKER: I'll just write it here.

5 SPEAKER: Yeah.

6 SPEAKER: To me is now, of course you  
7 know, I don't get on the -- what is the  
8 neighborhood website a lot of people get on? My  
9 wife gets on that.

10 SPEAKER: Nextdoor.

11 SPEAKER: Nextdoor.

12 SPEAKER: Nextdoor, yeah. Okay. So it's  
13 -- it's kind of as Facebook is, as I gather. And  
14 she tells me what people say. And -- and you know.  
15 And the alarming thing at first was that -- was  
16 that Ridge Road was going to be four-lane. Well,  
17 you know, if -- if what the lane said thing is that  
18 Ridge Road is not going to be changed as far as  
19 that goes, that's fine. But I think there is that  
20 if this traffic is -- is -- if there's an extra  
21 dumping point from Crabtree onto Ridge, where's it  
22 going to go when it bumps into Meredith College?  
23 Because that's just a T-intersection. I mean  
24 that's --

25 SPEAKER: But it would be Glenwood.

1 They're not -- they're saying they're not going to  
2 attach Crabtree Valley Avenue to Ridge Road.  
3 They're going to put it up there. But then you got  
4 those -- you got direct two-way connection between.  
5 Now, they could put it -- they could change their  
6 minds and attach it to Ridge Road but --

7 SPEAKER: Well, it looked like --

8 SPEAKER: So --

9 SPEAKER: Well, it looked like to me on  
10 this map that, if you're coming across the Beltline  
11 on Crabtree, that if you want to get on Ridge --

12 SPEAKER: You can't do it from there.

13 SPEAKER: At -- or they -- where they  
14 won't have it, won't be able to get on Ridge Road  
15 and Crabtree.

16 SPEAKER: You go -- you're going to have  
17 to go all the way around and go up Glenwood Avenue.  
18 And you going to have to cut through neighborhoods.

19 SPEAKER: So just --

20 SPEAKER: Or there'll be a two-way -- a  
21 two-way. And they want to -- there's talking about  
22 a new connection, a two-way connection from Ridge  
23 to Glenwood. For me, I want [inaudible] cut you  
24 off from 440. Cut Ridge off in 440, you can do  
25 that, but if you create a two-way connection with

1 Glenwood Avenue, what's the difference in the  
2 traffic that's going to come.

3 SPEAKER: Yeah.

4 SPEAKER: I can show you in a minute.

5 SPEAKER: So tell me exactly the -- so I  
6 can capture this, tell me exactly the problematic  
7 traffic that you are talking about.

8 SPEAKER: The biggest problem in the area  
9 is [inaudible] --

10 SPEAKER: But I was talking about, you  
11 know, if more -- I mean, she's correcting me, but if  
12 --

13 SPEAKER: [inaudible] Glenwood Avenue.

14 SPEAKER: But if that more traffic on  
15 Ridge Road, it's going to dead end somewhere.  
16 Unless you know, cut right through Meredith  
17 College. I doubt they'd touch that.

18 SPEAKER: It'd be --

19 SPEAKER: So I'm just concerned about the  
20 -- I guess the south end of Ridge Road.

21 SPEAKER: With there [inaudible] --

22 SPEAKER: Where's the traffic going to go  
23 when it gets to the south terminus of Ridge Road?

24 SPEAKER: Okay.

25 SPEAKER: That's here.

1                   SPEAKER: So where? That's the question.  
2                   Where is the traffic going to go?

3                   SPEAKER: As it exits on the way  
4                   [inaudible] -- as it exists the way they have it.

5                   SPEAKER: As an exit

6                   SPEAKER: As it exits Wade Avenue.

7                   SPEAKER: [Inaudible] on that way. But  
8                   what you have here is, you've got -- this now  
9                   becomes the exit for Glenwood Avenue coming  
10                  straight down here. And then this is going to  
11                  come.

12                  SPEAKER: Well, then I guess here, this  
13                  would be a stop, even if --

14                  SPEAKER: No, that's not a stop. That's  
15                  a bridge. It won't do that, this is elevated.  
16                  This is the elevated highway system. This is a  
17                  road coming this way. But the biggest problem in  
18                  this area is the intersection at Lead Mine. Lead  
19                  Mine and by Ridge Road.

20                  SPEAKER: It's down by the mall.

21                  SPEAKER: So --

22                  SPEAKER: This part of Lead Mine and  
23                  Creedmoor. And then you have congestion here.

24                  SPEAKER: Yeah, it --

25                  SPEAKER: Glenwood at 440.

1 SPEAKER: That if --

2 SPEAKER: It's not at Ridge, and they're  
3 trying to -- they're trying to make Ridge pay the  
4 price for it by making this --

5 SPEAKER: Trying to bleed of traffic.

6 SPEAKER: But actually, yes. They put it  
7 on the back of Ridge Road.

8 SPEAKER: Yeah.

9 SPEAKER: I guess, the other thing I need  
10 to verify --

11 SPEAKER: So I want to make sure that  
12 we've got this -- this traffic. The intersection  
13 at Lead Mine is -- the intersection of Lead Mine  
14 and Blue Ridge Road.

15 SPEAKER: And Blue Ridge Road is, in your  
16 opinion, one of the biggest problems?

17 SPEAKER: It's one of the biggest  
18 problems. It's not -- well, the City of Raleigh  
19 will tell you it's a failed intersection.

20 SPEAKER: Uh-huh.

21 SPEAKER: Yeah, well --

22 SPEAKER: And I used to drive that way  
23 four times a day.

24 SPEAKER: It wasn't the business.

25 SPEAKER: And that's down here.

1 SPEAKER: Uh-huh.

2 SPEAKER: That's away from Ridge Road

3 SPEAKER: Yeah.

4 SPEAKER: You need to take care of it  
5 with [inaudible] --

6 SPEAKER: Is that about in this?

7 SPEAKER: It's in the setting area.

8 SPEAKER: Area? Because --

9 SPEAKER: And the Creedmoor intersection.  
10 The thing too, about Crabtree Valley Avenue, if  
11 they want to extend it here. Well, Crabtree Valley  
12 Avenue, dead ends in the -- in Ridge as well.

13 SPEAKER: Right the -- with a building  
14 right in there. It's already -- you know.

15 SPEAKER: So where you going to go?  
16 Where you going to go? You're just going to put  
17 more traffic over on Creedmoor. It's not like it's  
18 a thoroughfare. I mean, it's not like it cuts  
19 through.

20 SPEAKER: Then I guess as a result of  
21 that answer, I'd like to clarify from DOT. Will  
22 the north end of Ridge Road be entirely cut off  
23 from 440?

24 SPEAKER: Okay.

25 SPEAKER: And will it be connected to

1 Glenwood Avenue? Will there be a direct connection  
2 to Ridge Road to Glenwood Avenue?

3 SPEAKER: You got to add that.

4 SPEAKER: Because see -- see what happens  
5 here. These [inaudible].

6 SPEAKER: Yeah.

7 SPEAKER: So that's that question that  
8 you would like an answer to?

9 SPEAKER: Right, [inaudible].

10 SPEAKER: We've given then that here.

11 SPEAKER: That's good.

12 SPEAKER: [Inaudible] Glenwood Avenue.

13 SPEAKER: Connected to Glenwood? Okay.

14 SPEAKER: This is the --

15 SPEAKER: Could you say that again? Is  
16 this the one?

17 SPEAKER: Which one?

18 SPEAKER: Will the north end of Ridge  
19 Road be cut off or connected to --

20 SPEAKER: Cut off from 440? It's two  
21 different questions. To -- but will it be from  
22 440?

23 SPEAKER: Or connected to Glenwood? Is  
24 that --

25 SPEAKER: Yes, and/or will that be a

1 two-way connection? A direct two-way connection to  
2 Glenwood Avenue?

3 SPEAKER: Okay.

4 SPEAKER: So I think [inaudible].

5 SPEAKER: All right.

6 SPEAKER: And puts the --

7 SPEAKER: I was trying to see. Because  
8 obviously, if they have two different routes over  
9 here on [inaudible].

10 SPEAKER: In here, yeah. [Inaudible].

11 SPEAKER: [Inaudible].

12 SPEAKER: I know.

13 SPEAKER: [Inaudible] you see what --  
14 what this is [inaudible]. That's the ting is, they  
15 keep saying we're not going to connect you directly  
16 to Ridge Road. But if you're going to have this  
17 massive thing here, it also -- David could probably  
18 back me up here.

19 SPEAKER: Yeah, it was.

20 SPEAKER: It's -- opens the door to  
21 connect it to Ridge Road if they need to because  
22 there's tangential lines, but --

23 SPEAKER: So do we -- do we think we have  
24 all of the technical, all of the traffic -- what we  
25 were talking about? We were talking about

1 community assets.

2 SPEAKER: Uh-huh.

3 SPEAKER: So are we complete with the  
4 community assets?

5 SPEAKER: I don't know if anyone else has  
6 something.

7 SPEAKER: Does anyone else --

8 SPEAKER: That, I agree with that one.

9 SPEAKER: Here guys.

10 SPEAKER: Churches, schools.

11 SPEAKER: [Inaudible] to exercise and --

12 SPEAKER: Yup.

13 SPEAKER: All of this [inaudible].

14 SPEAKER: Retirement center. Any other  
15 community assets that you can think about?

16 SPEAKER: Our trees are community assets.  
17 So we're going to lose them.

18 SPEAKER: [Inaudible] forest.

19 SPEAKER: Forest. Any other community  
20 assets that are -- know anyone?

21 SPEAKER: All of the open space too. All  
22 of the buffer of -- a lot of open land here too,  
23 all of it is the buffer. That would have to be  
24 clear-cut, that would have to be graded, restore  
25 them. I mean, I guess, just the trees, everything

1 to do for the environment. The storm [inaudible],  
2 the pollution, the noise.

3 SPEAKER: You know, we even have  
4 community gardens in our neighborhood.

5 SPEAKER: Yeah.

6 SPEAKER: I know the Varnell --

7 SPEAKER: Below the park.

8 SPEAKER: The park at Varnell. They want  
9 to take the park at Varnell, which my father gave  
10 to the City of Raleigh.

11 SPEAKER: Where the basketball court is?

12 SPEAKER: Yeah.

13 SPEAKER: Yeah.

14 SPEAKER: Yeah.

15 SPEAKER: They would take that.

16 SPEAKER: Those are community assets.

17 SPEAKER: But it's -- yes.

18 SPEAKER: I want to make sure that I get  
19 all of the Community assets.

20 SPEAKER: Yes.

21 SPEAKER: Varnell, it's Varnell.

22 [Inaudible].

23 SPEAKER: Who's this?

24 SPEAKER: And I've heard we get extra  
25 traffic during the State Fair. Have you heard

1           that?

2                   SPEAKER: Oh, my lord. Right.

3                   SPEAKER: Well, that's thing.

4                   SPEAKER: That's the season the lift it.

5                   SPEAKER: Well, [inaudible] cut us off  
6           [inaudible].

7                   SPEAKER: It's a bypass and very  
8           congested on the beltway.

9                   SPEAKER: Yeah.

10                  SPEAKER: I want to make sure that we're  
11           all listening to each other. And I'm -- I want to  
12           make sure that you get all of your thoughts on this  
13           paper.

14                  SPEAKER: Sorry.

15                  SPEAKER: Because it's the only way that  
16           the DOT is going to care what you have to say. So  
17           if you want to spend some time after the session, I  
18           think you could talk with each other. But I really  
19           want to move us forward and make sure that we've  
20           got all the community assets here. Have we listed  
21           them all?

22                  SPEAKER: We only have two pages, three  
23           pages?

24                  SPEAKER: Two or three pages? Yeah.  
25           Okay. If so, we'll move to -- we've talked a lot



1 got a whole bunch of traffic stuff right here.

2 We've got bike lanes, traffic lanes.

3 SPEAKER: Another concern is in other  
4 words there's about traffic. The bike lanes, which  
5 because they've been talking about the bike access  
6 to Crabtree Valley. Biking and improving bike and  
7 pedestrian access to Crabtree Valley. Well, from  
8 the front of my house to the middle of Crabtree  
9 Valley is a mile and a half. And so realistically  
10 speaking, that's not going to be used by people  
11 shopping, walking over there.

12 SPEAKER: No.

13 SPEAKER: It's just not.

14 SPEAKER: It's ridiculous.

15 SPEAKER: And just -- it -- and the City  
16 of Raleigh in every new street now, they have to do  
17 those improvements. And so this plan and any other  
18 plan in my understanding is they're going to have  
19 to do that. Well, if they do that they're going to  
20 take ten feet at least out of the people's yards.  
21 For --

22 SPEAKER: For -- which thoroughfare do  
23 you mean? Are you still talking about Ridge Road?

24 SPEAKER: We're still talking about Ridge

25 --

1 SPEAKER: So --

2 SPEAKER: Ridge Road. So --

3 SPEAKER: Oh, you mean for the additional  
4 biking and pedestrian [inaudible]?

5 SPEAKER: Yeah. And then to have access  
6 from Ridge Road over to Crabtree Valley they can  
7 use the greenway system. We have a good greenway  
8 system. You can do it in one evening. You can do  
9 that. You can. You don't need to --

10 SPEAKER: Of course that's the -- the  
11 greenway doesn't really cross -- well, I guess  
12 you'd have to go back down to the --

13 SPEAKER: Yeah, yeah, [inaudible] down by  
14 McDonald's. No, Glen [phonetic] --

15 SPEAKER: You'd have to go up Club Hills  
16 to get [inaudible] --

17 SPEAKER: Uh-uh. You can go down Glen  
18 Eden and hop off right there and through that park.  
19 Glen Eden Park. [Inaudible].

20 SPEAKER: So what you would say --

21 SPEAKER: Oh, yeah. That's right.

22 SPEAKER: What you would say is instead  
23 of taking ten feet off of people's property to put  
24 sidewalks and --

25 SPEAKER: Bike lanes.

1                   SPEAKER: -- bike lanes, use the greenway  
2                   system.

3                   SPEAKER: Use the greenway system.

4                   SPEAKER: [Inaudible].

5                   SPEAKER: You don't need direct access at  
6                   Downing to go across a Beltline or [inaudible]  
7                   through a commercial zone. You don't need that  
8                   bike access there for Crabtree when you can go to  
9                   the greenway and do it. It's easily accessible.

10                  SPEAKER: That's right.

11                  SPEAKER: You shouldn't put that burden  
12                  on the people in Beckanna just so you can do that.

13                  SPEAKER: The -- the existing Glen Eden,  
14                  the bike lanes and the pedestrian go over the Glen  
15                  Eden Bridge over the belt line. And so that's --  
16                  that's the way it's designed right now. And if you  
17                  change it and run it down Ridge Road, it's -- it's  
18                  totally different. So --

19                  SPEAKER: Uh-huh.

20                  SPEAKER: So you're saying what's there  
21                  already works?

22                  SPEAKER: Use what we have.

23                  SPEAKER: Use what we have. Also that's  
24                  a safety issue, because if you can walk and bike  
25                  over one way, you can walk and bike back. And

1           there's hotels. It's commercial area. It's  
2           transients. It's a -- it's a direct like an arrow  
3           into the heart of the neighborhood. The people at  
4           the end of that -- where that people can come  
5           across Crabtree, they build that bridge, are in  
6           their 80s and 90s. They're, you know, it's -- it's  
7           a transient population right there. It's hotels.  
8           It's people living on the greenway. It's just not  
9           -- it's a safety issue.

10                    SPEAKER: So safety.

11                    SPEAKER: [Inaudible] issue.

12                    SPEAKER: Can you --

13                    SPEAKER: Can you clarify the safety  
14           issue?

15                    SPEAKER: Safety issue would be creating  
16           a path -- a pathway for foot traffic to come from  
17           the commercial and hotels in the areas Crabtree  
18           into a --

19                    SPEAKER: Into a neighborhood.

20                    SPEAKER: -- into a neighborhood area.  
21           Yes. It's not easy to police it. It's -- it -- it  
22           provides a pathway.

23                    SPEAKER: Okay.

24                    SPEAKER: Particularly when you have six,  
25           seven hotels there. So that's a transient

1 population. It's just --

2 SPEAKER: That -- that are --

3 SPEAKER: It's a safety issue.

4 SPEAKER: Okay. Good. That's also kind  
5 of a community asset.

6 SPEAKER: Mm-hm.

7 SPEAKER: Yeah.

8 SPEAKER: Well, being protected from the  
9 -- from the commercial. Being a neighborhood.

10 SPEAKER: Mm-hm.

11 SPEAKER: Being protected from the  
12 commercial activity and the highway.

13 SPEAKER: Mm-hm. That's -- I'm going to  
14 add that to the --

15 SPEAKER: Yeah. That's important to  
16 reflect I think. Did you have something else to  
17 add?

18 SPEAKER: No, no. I'm good. Thank you.

19 SPEAKER: What have we -- have we left  
20 out anything? I -- I -- I see time of day on here?

21 SPEAKER: Well, it's commuter -- the main  
22 problem is commuter traffic. So it's heavier on  
23 the Beltline during the morning and the evening  
24 commute. And I stand there and literally look at  
25 it. When the traffic is backed up in either

1 direction it's well past Crabtree. It's backed up  
2 either because of congestion further to the north  
3 --

4 SPEAKER: Right.

5 SPEAKER: -- where they're going to put  
6 in a new intersection or it's congestion further to  
7 the southwest.

8 SPEAKER: It's not good for Crabtree.

9 SPEAKER: It's not good for Crabtree.  
10 And so the just common sense thing to do would be  
11 to hold off on this until they finish the massive  
12 Wade Avenue project and the other projects.

13 SPEAKER: Right.

14 SPEAKER: And then evaluate what needs to  
15 be done. That would be -- that would show some  
16 common sense.

17 SPEAKER: So --

18 SPEAKER: This -- this has been  
19 artificially accelerated anyway. This was  
20 originally slated for partial construction 2023.  
21 They accelerated this spring or at least they  
22 publicly came out and said they were accelerating  
23 it.

24 SPEAKER: So what -- what can NCDOT do is  
25 slow down?

1 SPEAKER: Yes.

2 SPEAKER: Okay.

3 SPEAKER: Send the money down to  
4 Wilmington.

5 SPEAKER: Send the money to Wilmington.

6 SPEAKER: [Inaudible] do the same thing.

7 SPEAKER: Finish the other projects  
8 first.

9 SPEAKER: Finish the other projects first  
10 and then assess.

11 SPEAKER: Well -- well, I'm serious.  
12 There's a lot of people hurting down east.

13 SPEAKER: Oh, yeah.

14 SPEAKER: Instead of [inaudible] project.

15 SPEAKER: Well, I mean this is an  
16 entrance for Crabtree Valley Mall. They can say  
17 until they're blue in the face it's not, but it is.  
18 It's a -- and the study that this came out of,  
19 there was going to be retail back there. It's not  
20 retail anymore. It's all -- it's all multifamily  
21 development. And every one of those developments  
22 have said that they can rely on the existing  
23 infrastructure. That they have not said they need  
24 Crabtree Valley Avenue. They say that the traffic  
25 impact's actually going to be less, because it's

1 not going to be what was anticipated.

2 SPEAKER: Okay.

3 SPEAKER: Retail was anticipated.

4 SPEAKER: Well, with that and not to  
5 sound, you know, paranoid or anything like that.  
6 But it, you know, with what you're saying there I'm  
7 now thinking okay, why is there this such impetus  
8 to when we're talking about at the rush hours, you  
9 know, that traffic is backing up back to Wake  
10 Forest Road. And on one time of the day and it's  
11 coming from where, you know, 40 turns into Wade and  
12 dumps off there.

13 So, you know, the whole idea is that  
14 well, why -- why do they need to empty out Crabtree  
15 so badly, other than to benefit the property owners  
16 of Crabtree Mall? So my question would be I'd --  
17 if there was somebody from the DOT was here, I -- I  
18 would like to ask them point blank what -- whose  
19 interest are they looking out for here?

20 SPEAKER: Mm-hm.

21 SPEAKER: Right.

22 SPEAKER: For this project because  
23 there's -- there's a relative to the bigger picture  
24 of the entire traffic on the Beltline. It looks  
25 like this is of interest to Crabtree Valley Mall

1 property owners.

2 SPEAKER: Right. [Inaudible].

3 SPEAKER: So that's --

4 SPEAKER: Mm-hm.

5 SPEAKER: So that -- that would be like  
6 that's -- to me that's how I'd see it just  
7 initially. I could be completely wrong. And  
8 maybe, but -- and --- and then the second thing is  
9 why would a, you know, minority of property owners  
10 there that have interest in that over -- override  
11 the interest of the much larger community.

12 SPEAKER: Mm-hm.

13 SPEAKER: Now --

14 SPEAKER: [Inaudible].

15 SPEAKER: We're asking you guys to give  
16 them these questions. I don't expect I'll ever  
17 hear that answer. But my -- my point is that if --  
18 if this ever turns out to be what it's presented to  
19 be from why y'all are here, I would love to have a  
20 DOT person answer that question and look and see  
21 what his or her face looked like when I asked that  
22 question.

23 Because there's something that doesn't  
24 make a lot of sense when we think about it. It's  
25 about why? Why is it so necessary? I mean there

1 have been a lot of problems, but with all these  
2 lanes that they've added over from the mid-'70s to  
3 now. It seems like it's fairly manageable with the  
4 coordinating of the lights and all. It seems to me  
5 that -- that, you know, they're trying to solve a  
6 problem that really hasn't fully developed yet.

7 SPEAKER: Well, the study itself, the  
8 study this project originated out of -- I think  
9 it's Page 71 says that the Crabtree Valley Avenue  
10 Interchange will do nothing or barely a drop in the  
11 bucket to alleviate the problems -- the commuter  
12 problems down on Crabtree. I mean at Lead Mine.  
13 And Crabtree Valley Avenue dead ends, what, a mile  
14 down the road at Edwards Mill? So where is that?  
15 Okay. Good you were able to all that traffic here.  
16 Where? Where you moving it to? Back here over to  
17 Creedmoor.

18 SPEAKER: It's not on the way to  
19 anywhere.

20 SPEAKER: No. It's not on the way to  
21 anywhere.

22 SPEAKER: Okay.

23 SPEAKER: And we all -- it's not -- our  
24 shopping habits have changed since 2010.

25 SPEAKER: I'm not interested in malls.

1                   They're going [inaudible].

2                   SPEAKER: [Inaudible] going to the mall.

3                   SPEAKER: No.

4                   SPEAKER: And so don't use that as an

5                   excuse.

6                   SPEAKER: [Inaudible].

7                   SPEAKER: [Inaudible].

8                   SPEAKER: [Inaudible] they're closing and

9                   leaving. So --

10                  SPEAKER: [Inaudible].

11                  SPEAKER: Exactly.

12                  SPEAKER: [Inaudible].

13                  SPEAKER: We're going to put that here.

14                  People are shopping at Amazon.

15                  SPEAKER: It changed.

16                  SPEAKER: Yes, it has.

17                  SPEAKER: Which is maybe moving to the

18                  triangle.

19                  SPEAKER: Very true.

20                  SPEAKER: So the [inaudible] --

21                  SPEAKER: [Inaudible] to the triangle if

22                  we start mowing down all of our trees and throw

23                  down a bunch of concrete. People don't move to

24                  places that have these elevated -- elevated highway

25                  thing. They move there because they're attracted

1 to the greenery. You look at some of the most  
2 valuable real estate in any major city in the  
3 world. What is it around Central Park? And it's  
4 around the Washington Rock Creek Parkway. It's not  
5 like they're clamoring to go live at Tyson's Corner  
6 anymore in Northern Virginia. And that's what  
7 they're trying to do here.

8 SPEAKER: So let me ask you this?

9 SPEAKER: Yeah?

10 SPEAKER: So if we spend all this time  
11 here and you're going to write all of this down,  
12 and I'm suspect there's a lot of overlap in the  
13 other rooms of what we've said. So, you know, if  
14 you take this back and give it to DOT, are we going  
15 to get direct answers to this or this is just going  
16 to be well, we'll go in the hopper and we'll put  
17 this into consideration, but we're never really  
18 going to have a direct one on one answer to these  
19 concerns.

20 SPEAKER: I'm going -- I'm going to go  
21 over that, but I'm -- write -- I still want to --  
22 we've got Question 5 and Question 6 and then I'll  
23 hit -- hit that question.

24 SPEAKER: Okay.

25 SPEAKER: But so I want to make sure that

1 we're done with Question 4, traffic and pedestrian  
2 problems. We've talked a lot about those. Time of  
3 day --

4 SPEAKER: I think [inaudible] the DOT  
5 ought to know that answers to everything on Number  
6 4. I'm not with the department of transportation.  
7 I'm not out there clicking off cars and --

8 SPEAKER: [Inaudible] to one of these  
9 questions.

10 SPEAKER: And that's what I know.

11 SPEAKER: [Inaudible] what we want to  
12 hear. What they want to tell us because they know  
13 all the answers to every question.

14 SPEAKER: That's what I'm thinking. I  
15 feel like they're asking us to solve their problem  
16 or either trying to figure out how stupid we are.

17 SPEAKER: [Inaudible] we gave you a  
18 chance.

19 SPEAKER: That's what I'm thinking. It's  
20 -- it's just --

21 SPEAKER: Can -- can I ask you?

22 SPEAKER: Yeah.

23 SPEAKER: Because the others have  
24 articulated their own same thing, but what is the  
25 construction schedule? When will they look into --

1 SPEAKER: I have no idea and -- and  
2 neither does Angel [phonetic]. We're --

3 SPEAKER: [Inaudible].

4 SPEAKER: We're like -- we're hands off.  
5 We're here to facilitate.

6 SPEAKER: Can you -- can you add that?  
7 'Cause that relates to the traffic --

8 SPEAKER: Yeah, yeah.

9 SPEAKER: And everything else because how  
10 -- how long will this citizen input go on?

11 SPEAKER: Take on?

12 SPEAKER: Before somebody -- make a  
13 decision and --

14 SPEAKER: Yeah.

15 SPEAKER: Have y'all done this with DOT  
16 before?

17 SPEAKER: No.

18 SPEAKER: Okay.

19 SPEAKER: I don't work for DOT.

20 SPEAKER: I know you don't. But I mean  
21 y'all -- I mean y'all are here to help gather this  
22 information.

23 SPEAKER: Yeah.

24 SPEAKER: So I'm just wondering if you've  
25 done this before?

1                   SPEAKER: Yeah. I'm not -- I'm a  
2 professional -- you know, I professionally  
3 facilitate groups. That's why I was called in.

4                   SPEAKER: Okay.

5                   SPEAKER: So what additional one or two  
6 things are important things to your household or  
7 business that you want considered as the project  
8 moves forward?

9                   SPEAKER: Say that again.

10                  SPEAKER: What additional one or two  
11 things are important to your household or business,  
12 and you're representing some of the businesses?

13                  SPEAKER: You don't think we've already  
14 covered that?

15                  SPEAKER: I think we might have. Have we  
16 left anything else out? Does that question bring  
17 up any other things?

18                  SPEAKER: Well, again the accessibility  
19 to these hotels.

20                  SPEAKER: Hotels.

21                  SPEAKER: And they're 100 percent against  
22 it because of the cross slopes that they'll have to  
23 have to build the bridge. And obviously the  
24 neighbor -- neighborhood Ridge Road is against it  
25 because it's going to create more traffic on --

1                   SPEAKER: It's going to devastate our  
2 neighborhood.

3                   SPEAKER: Yeah. Yeah. It's --

4                   SPEAKER: Well, it's a visual blank.  
5 It's just -- it's -- it's, you know, you're -- it  
6 would be violating everything the City of Raleigh  
7 claims is important in its comprehensive plans.  
8 And it would violate -- I can't name all of the  
9 different environmental provisions it would  
10 violate. And this is a major gateway to the city.  
11 And -- and they're talking about, you know, one of  
12 the best places to live, one of the best cities and  
13 want to attract all these forward-thinking  
14 companies. But we're going to -- we're going to  
15 devastate the environment so we can throw down some  
16 more concrete to get to a -- a mall.

17                   SPEAKER: That's dying. I don't think  
18 we've gotten the whole story here.

19                   SPEAKER: So you feel like you haven't  
20 been delivered the honesty for --

21                   SPEAKER: No, I don't. I -- I think I --  
22 [inaudible].

23                   SPEAKER: I think it goes back to what we  
24 wrote down before [inaudible].

25                   SPEAKER: Classic paranoia. I feel like

1 the decision's made. And they're just going  
2 through these steps and saying oh, we gave them a  
3 chance.

4 SPEAKER: Mm-hm.

5 SPEAKER: We listened to them. I've sat  
6 through three meetings; make your input, it's  
7 important to us. And I wanted to jump up on the  
8 chair and yell why is it important to you? I get  
9 the feeling you've already decided. And maybe I  
10 misunderstood, but it seemed to me it was going to  
11 start in November.

12 SPEAKER: I haven't decided. Yeah.

13 SPEAKER: And this gigantic figure was --  
14 was named for the engineering firm.

15 SPEAKER: So let me -- I think we're  
16 about -- I think we're pretty much done. I think  
17 we've talked about all the questions. And I keep  
18 -- continue getting these questions.

19 SPEAKER: Wasn't there a what else?

20 SPEAKER: Yeah, what's next?

21 SPEAKER: Well, there's really -- yeah,  
22 also with the NCDOT I mean -- just if -- if -- the  
23 city -- the NCDOT shouldn't threaten the City of  
24 Raleigh that if you don't go through with this plan  
25 that you talked about 10 years ago, when things



1 on the city council. And she has been a neighbor,  
2 you know, a part of the Ridge Road Glen Eden  
3 neighborhood. She's a pretty nice gal, but I feel  
4 for her. She's on the hot seat.

5 SPEAKER: So having her in the room here  
6 to listen to this is important. Thank you for  
7 coming, appreciate it.

8 SPEAKER: Crabtree Valley Avenue is a  
9 city -- is a city street. I mean Debbie knows  
10 that. Eric Lamb of the City of Raleigh's confirmed  
11 that. And you can't -- it can't be -- they can't  
12 be forced to accept [inaudible] I-440.

13 SPEAKER: Of course. So I'm going to  
14 just repeat what was said in the initial meeting.  
15 I don't really know anything else other than what  
16 Beth talked about -- about next steps. But I do  
17 want to clarify this November issue.

18 What's going to happen is that all of  
19 these are going to be put -- taken and transcribed.  
20 All of the tapes that we have on these handy-dandy  
21 little recorders are going to be transcribed.  
22 Names are going to be extracted from -- from these.  
23 And this is my second session. So the themes from  
24 this session are similar to the themes from last  
25 session. Having neighbors here that have lived in

1 the community for so long that are so knowledgeable  
2 about -- about what's happening I think is really,  
3 really important. And we're glad that you came.

4 The data from all of the sessions is  
5 going to be aggregated into a report that goes to  
6 the engineering firms. And from what I have been  
7 told, there's three engineering firms. And each  
8 engineering firm is going to produce up to three  
9 proposals. So there could be nine proposals.

10 Those nine proposals -- when the report  
11 gets -- well, the report that -- that we're doing  
12 for all of the listening sessions will be available  
13 on the DOT website in November. So that's the  
14 November -- that's -- it's just a -- the report  
15 will be available in November.

16 After that the engineering firms will  
17 generate ideas based on many factors, including the  
18 values expressed in this session. And then they'll  
19 be brought back to the community. And after --  
20 that's all I know right now. So --

21 SPEAKER: So just for clarification.

22 SPEAKER: Yeah.

23 SPEAKER: The recordings will not be  
24 transcribed, but they will be put on the website  
25 and available for others to listen to.

1                   SPEAKER: Okay.

2                   SPEAKER: And they will be used to  
3                   develop the report and all of the -- the audio and  
4                   everything that you all wrote in all of the  
5                   sessions will be part of that report. So you can  
6                   actually go through and look at all of the flip  
7                   charts from all of the sessions.

8                   SPEAKER: Good. So you know a little bit  
9                   more than I do. So these will be -- these are --  
10                  these produce an MP3, so they'll apparently all be  
11                  put up on the -- on the website. Someone was  
12                  asking in the session this morning if -- if they  
13                  could hear other people's comments. So you'll be  
14                  able to hear everything that everybody said in the  
15                  other sessions.

16                  So there was a session on last Thursday.  
17                  There's this session. And there's one on Saturday  
18                  morning. So you'll be able to hear everybody's  
19                  conversations by listening to the MP3s. You can  
20                  listen to them. You know, you can download them  
21                  onto your computer and -- or your iPhones or your  
22                  phones and listen to them.

23                  SPEAKER: Seems like if they could go to  
24                  the expense of hiring you guys to do all of this,  
25                  transcribing it would make more sense than trying

1 to listen to it.

2 SPEAKER: Well, we can write that down  
3 for DOT. It's a cost that --

4 SPEAKER: Well, I mean how much is the  
5 project? 231 million?

6 SPEAKER: Yeah [inaudible].

7 SPEAKER: Like the senator from Illinois  
8 said back in the 60s, a million here, a million  
9 there. Pretty soon you're talking about real  
10 money, right?

11 SPEAKER: You're talking about real  
12 money.

13 SPEAKER: Right.

14 SPEAKER: See, and that's a good point.

15 SPEAKER: It's just good to have a hard  
16 copy to refer back to. There's so much.

17 SPEAKER: Well, it seems like a -- you  
18 know, make it be more of a [inaudible].

19 SPEAKER: And if you listen to it, it's  
20 just right there in the e-file. I like a copy to  
21 read.

22 SPEAKER: Mm-hm. We'll get that feedback  
23 as well. So is that helpful?

24 SPEAKER: Anthony [phonetic] will --  
25 going to be the final decision maker on this

1 project.

2 SPEAKER: I don't know that either.

3 SPEAKER: We don't know.

4 SPEAKER: I don't know that. But I think  
5 it'll be -- from my understanding it's going to be  
6 a process. Like, the nine proposals will be shared  
7 with the community. So there will be another  
8 opportunity for everybody to voice their opinions.

9 SPEAKER: Write that down. Who will be  
10 the final decision maker?

11 SPEAKER: Who's the final decision maker?

12 SPEAKER: We want a name.

13 SPEAKER: And what's the City of  
14 Raleigh's role in that decision?

15 SPEAKER: So you've been in office one  
16 year?

17 SPEAKER: Not quite. Almost.

18 SPEAKER: So do you know whether the city  
19 -- have you figured out yet whether they've had  
20 much input in this process?

21 SPEAKER: The city, well, many years ago  
22 the city did a study that to my understanding is  
23 what led to this project getting put on a list for  
24 potential funding. The city has since pretty much  
25 said that that isn't the, you know, that isn't what

1 we want to do anymore. That particular study.

2 SPEAKER: And how many years ago was  
3 that?

4 SPEAKER: 2011. So seven years ago.

5 SPEAKER: Okay.

6 SPEAKER: And yeah, my understanding is  
7 from talking to people in the city's transportation  
8 department and the mayor and a few other people on  
9 the council that, you know, the whole -- the city  
10 is very concerned about Ridge Road. The city does  
11 not want anything to happen to Ridge Road to  
12 increase traffic on it. What we hope will happen  
13 is that traffic will actually decrease on Ridge  
14 Road as a result of this. But the city -- my  
15 understanding is the city is not interested in  
16 stopping the project totally, just in making sure  
17 that it doesn't have negative impacts on the  
18 communities.

19 SPEAKER: Yeah.

20 SPEAKER: I'd like to echo what -- what  
21 you just said. I -- I was in a American Society of  
22 Civil Engineers meeting. Thursday and Friday and  
23 [inaudible] give me the name 'cause I was going to  
24 track the engineers the City of Raleigh. And he --  
25 he said the same thing that you just said. When

1           the recording's off if somebody wants to know what  
2           he really said, I'll -- I'll be glad to pass that  
3           along.

4                         SPEAKER: Do you have a -- a grasp of  
5           what the [inaudible] seven years ago?

6                         SPEAKER: No, because I wasn't -- I mean  
7           I wasn't involved with --

8                         SPEAKER: There's a study online. If you  
9           give me your e-mail, I can send it to you.

10                        SPEAKER: Okay. Thank you.

11                        SPEAKER: It's -- it's a mall-centric  
12           study.

13                        SPEAKER: Pardon me?

14                        SPEAKER: It's a very mall-centric study.  
15           Vision for the valley. And most if not all of the  
16           public input came from people at the mall;  
17           shoppers, walkers, mall managers.

18                        SPEAKER: So if there are no other things  
19           to add to our sheets here, I'm going to close the  
20           meeting. I want to thank everybody for coming out  
21           tonight. I know it's a -- for me, it's at the end  
22           of a long workday. And I really, really appreciate  
23           the energy, the passion, the expertise and the --  
24           and the commitment to your neighborhoods, to your  
25           community of assets that you have and sharing.

1 SPEAKER: Are y'all collecting these?

2 SPEAKER: I do. Thank you for reminding  
3 me. I need to collect all of these. And did you  
4 fill one out?

5 SPEAKER: I'd like to -- can I point out  
6 one thing [inaudible]?

7 SPEAKER: Yeah. And you --

8 SPEAKER: When you look at the study  
9 area, the majority of it is [inaudible] and  
10 commercial. Ridge Road is a teeny-tiny little bit,  
11 but this whole study area has Crabtree Valley Mall  
12 and all of the businesses around there. So that's  
13 put the emphasis [inaudible].

14 SPEAKER: Mm-hm.

15 SPEAKER: Yes.

16 SPEAKER: So we've got the room until  
17 8:15. So if you want to talk and --

18 SPEAKER: Can I make a -- a quick comment  
19 [inaudible]?

20 SPEAKER: I'm going to turn this off,  
21 unless -- I'm going to turn these off. Thank you  
22 so much.

23

24

25

